

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 11:27 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 522 Const Calendar Day: 910 Date: 06-Mar-2012 Tuesday

Inspector Name: Bruce, Matt Title: Transportation Engineer

Inspection Type: Intermittent

Shift Hours: 07:00 am 03:30 pm Break: 00:30 Over Time:

Federal ID:

Location:

Reviewer: Schmitt, Alex

Approved Date:

Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather****Temperature** 7 AM 40 - 50 12 PM 50 - 60 4PM 50 - 60**Precipitation** 0.00"**Condition** Partly cloudy w/high winds up to 30mphWorking Day ☐ If no, explain:**Diary:**

Dispute

Work description.

- Continued to prepare for surveying points set on the suspender brackets. The high winds today impeded most surveys that would be done accurately. Therefore this survey and others were delayed and would be done at another date. It should be noted that ABF production on the cable was stopped today due to the cable strands that weren't accepted for the sag adjustment. The strands yet to be accepted would be buried by subsequent cable strands if ABF were to keep hauling and placing.

- Observed the majority of the Hinge K tie down operation, see Jason Wilcox's diary for more details, labor and equipment. Early in the morning I was preparing all of the surveying equipment (GPS and Total Station) for surveying the 9 points from the end of the cantilever. However when I arrived to the field ABF surveyors were only using the automatic level shooting the three brass caps during the tie-down jacking operation. I was unaware that this was the plan and upon arrival in the field (without the level on me) the jacking operation was well underway. Myself and Jason decided to wait until another time to perform a QA survey. It also should be noted that there is a high degree of confidence in the ABF surveyors work.

- Continued to work on a plan for surveying the west jacking saddle from the YBITS W-Line bridge since the line of sight from TWL270 has deteriorated. The control point TWL270 was used to originally set the jacking saddle.

- Checked the three tribrachs in my possession with the District 4 surveyors. Two of the three tribrachs were acceptable, however the third tribrach was in need of calibration and maintenance. All three tribrachs are going to be brought into California Survey and Drafting Supply's shop soon.

- Continued to work on miscellaneous upcoming cable surveys such as compaction, cable band layout check, etc.

